Mrs. M.E.Tilly
62 Auburn Ave., N.E.
Atlanta 3, Ga.

# The Petal Paper

THURSDAY, JULY 4, 1957 SINGLE COPY TEN CENTS VOL. 4, NUMBER 34

## East Side

By P. D.

Two notes of congratulations are in order. First, to Milton and Jean Fine on the birth of their daughter on July 1st, weighing in at 5 lb. 7 oz. They have named the young lady Lisa Ann. Milton tells me they've not decided whether she'll be a movie queen or a genius.

I must confess that my daughter Karen has an idea about the birth of Lisa Ann Fine. She confided to her mother: "I'm not glad for Jean and Milton. Now they won't bring me any more presents."

Seems to me that people are people, even at the age of four.

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Second, my sincere congratulations to Kivie Kaplan of Boston, Mass. on the honrary degree of Doctor of Humane Letters given him by Portia Law School last month. I took the liberty of wiring Kivie that, fianlly, them Yankees had done something right in so honoring him. Kivie Kaplan is certainly one person who deserves the honor. I know of few persons who have the concern

## Watch On The POTOMAC

by
Robt. G. Spivack

COURTING DEFEAT — The great debate over civil rights got off to a shaky start in the Senate, because President Eisenhower evidently had not done his homework. We have no doubt that the President meant to be helpful, but through inadvertence he was exactly the opposite.

**What happened was this:**

Sen. Richard Russell, the Georgia lawmaker, called the Civil Rights bill "the most cunningly devised and contrived piece of legislation I have ever seen."

Its real purpose, said Russell, was not to win the right to vote for the South's disfranchised Negroes. It was really meant to implement the Supreme Court's school integration decision, he said. It was a "force measure" timed, as in Reconstruction Days, to "put black heels on white necks."

★ ★ ★

The President was asked about this at his press conference the other day. Instead of coming out and saying that he certainly backed the court's school decision, but also favored extension of voting rights to those now denied the privilege, he hesitated and showed uncertainty. He ended up the dis-

## *You Are There* — And If Ike Had Been . . .

**(An anonymous author has written a piece which has been causing a humor-starved Washington to chortle with delight. According to Doris Fleeson, columnist of the N.Y. Post, it is being widely circulated in the White House press room and is in the "public domain." It is entitled, "The Gettysburg Address As It Would Have Been Written By President Eisenhower." It is printed below.)**

I haven't checked these figures, but 87 years ago, I think it was, a number or individuals organized a governmental setup here in this country. I believe it covered certain Eastern areas, with this idea they were following up based on a sort of national independence arrangement and the program that every individual is just as good as every other individual.

Well, now, of course, we are dealing with this big difference of opinion, civil disturbance, you might say, although I don't like to appear to take sides or name any individuals, and the point is naturally to check up, by actual experience in the field, see whether any governmental setup with a basis like the one I was mentioning has any validity, whether that dedication you might say by those early individuals has any lasting values.

Well, here we are, you might put it that way, all together at the scene where one of these disturbances between different sides got going. We want to pay our tribute to those loved ones, those departed individuals who made the supreme sacrifice here on the basis of their opinions about how this setup ought to be handled. It is absolutely in order and 100 per cent OK to do this.

about the birth of Lisa Ann Fine. She confided to her mother: "I'm not glad for Jean and Milton. Now they won't bring me any more presents."

Seems to me that people are people, even at the age of four.

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---

Recently I sat in on a conversation which included a Presbyterian minister and an ex-Baptist minister, who is now a farmer The Presbyterian asked of the Baptist, "What part do you play at the farm? Are you owner, manager, president, or what?"

In his soft, Southern voice the Baptist answered: "Well, sometimes I put manure in the spreader."

Interrupted the Presbyterian: "Oh, I see, you're the public relations man, huh?"

---

Of late there's been much ado about Mayflower Number Two. Now, admittedly, no one has asked me anything about the whole commercial affair, but having never before stopped for such a simple reason, I will say that I wouldn't pay ten cents to see even Mayflower Number One if they floated it up Leaf River and displayed it on Main Street in Hattiesburg.

There is, however, one thing I'd pay anything to see, and that is Noah's Ark Number Two . . . provided, of course, that it was loaded with two each of every living thing, creeping and crawling.

As it now stands, I just don't believe it.

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Mr. Eisenhower, the General who retired into the Presidency of the United States, has at long last said something worthwhile. In effect, he said: **It is idle to champion states' rights without upholding states' responsibilities.** This he told the Governors who were attending their annual conference in Virginia recently.

Further, the golf player challenged the Governors to lead the way for Federal tax cuts by allowing their states to take over various programs now financed by the Federal Government. That, naturally, went in one hole and out the other of various governor's heads. This crap about states' rights is bunk, pure and simple. Everyone wants something for nothing . . . or, better still, all the harping on states' rights here in the land of Cannan is political film-flam, and those responsible for it know full well what it is.

The old tune is: We'll be most pleased to take your

(Continued on Page 2)

for the South's disfranchised Negroes. It was really meant to implement the Supreme Court's school integration decision, he said. It was a "force measure" timed, as in Reconstruction Days, to "put black heels on white necks."

★ ★ ★

The President was asked about this at his press conference the other day. Instead of coming out and saying that he certainly backed the court's school decision, but also favored extension of voting rights to those now denied the privilege, he hesitated and showed uncertainty. He ended up the discussion by virtually inviting Sen. Russell to come to the White House and familiarize him with the Administration's own proposal.

So far as the contents of the bill were concerned the President said "Naturally, I am not a lawyer and I don't participate in drawing up the exact language of proposals."

In his mind, the President went on, it was "rather incomprehensible" why some people thought the bill was extreme and would lead to disorder.

★ ★ ★

HE WHO HESITATES—A reporter wanted to know if the President would be willing to see the bill written so that it specifically "dealt with the question of right to vote rather than implementing the Supreme Court decision on the integration of the schools?"

It was at this point the President virtually confessed that he had just read the bill, which was written months ago, and did not understand certain of its provisions.

**This Was His Answer**

"Well, I would not want to answer this in detail because I was reading part of that bill this morning, and I—there were certain phrases I didn't completely understand.

"So, before I made any more remarks on that, I would want to talk to the Attorney General and see exactly what they do mean."

Finally, the President said that he has spoken with many critics of the bill "but Sen. Rusell has never given me any oral or written message on it himself." If it can cause delay in enactment, Sen. Russell will certainly be willing to bring the filibuster right over to the White House and carry it on all summer.

---

The only Gaelic College in North America is located at St. Ann's, Nova Scotia.

although I don't like to appear to take sides or name any individuals, and the point is naturally to check up, by actual experience in the field, see whether any governmental setup with a basis like the one I was mentioning has any validity, whether that dedication you might say by those early individuals has any lasting values.

Well, here we are, you might put it that way, all together at the scene where one of these disturbances between different sides got going. We want to pay our tribute to those loved ones, those departed individuals who made the supreme sacrifice here on the basis of their opinions about how this setup ought to be handled. It is absolutely in order and 100 per cent OK to do this.

But if you look at the overall picture of this, we can't pay any tribute — we can't sanctify this area — we can't hallow, according to whatever individual creeds or faiths or sort of religious outlooks are involved, like I said about this particular area. It was those individuals themselves, including the enlisted men, very brave individuals, who have given this religious character to the area.

The way I see it, the rest of the world will not remember any statements issued here, but it will never forget how these men put their shoulders to the wheel and carried this idea down the fairway.

Our job, the living individuals' job here is to pick up the burden and sink the putt they made these big efforts here for. It is our job to get on with the assignment and from these deceased fine individuals to take extra inspiration, you could call it, for the same theories about which they did such a lot.

We have to make up our minds right here and now, as I see it, they didn't put out all that blood, prespiration and — well — that they didn't just make a dry run here, that all of us, under God, that is, the God of our choice, shall beef up this idea about freedom and liberty and those kind of arrangements and that government of all individuals, by all individuals and for the individuals shall not pass out of the world picture.

*Painful Laughter —*

## Quiet Nook Ike Picked For Stassen Suddenly Becomes Hot

While the humor may be pretty grim, the disarmament conference now going on is funny.

Representing the United States is Harold E. Stassen. A critic once described Governor "Soapy" Williams as "the greatest lightweight Michigan has produced since Ad Wolgast."

Not knowing any other lightweights from Minnesota, we can't apply this to Stassen, but Harmless Harold certainly has the qualifications. Every since he left his state and

(Continued on Page 2)

# East Side . . .

money, but don't ask any questions as to how we blow it.

As for Mississippi, we fare pretty well on Federal spending. We get back considerably more every year than we pay into the Federal Government. Yet, by golly, who is the best states' right state in the nation?

But for the political film-flam, it works like this: The giants of corn-pone politics give the Federal Bureaucracy hell at every turn. They point out for home consumption that states' rights are weakened and nullified by the Federal Government. Yet, these same agents, with vocal chords instead of brains, when they receive home folks at Washington, are the fellows who slip a pet state project for their constituents into some Federal appropriation measure.

There are other words for this sort of thing, but film-flam will suffice. The whole thing boils down to a rather simple idea: **We want rights, but not the responsibility that goes with them.**

As for me, I'm delighted that Mr. Eisenhower skipped that last nine holes.

# Piano Workshop Set At Southern

Rudolph Ganz, distinguished Swiss-American concert pianist, conductor, composer and teacher will be the guest artist at the third annual Piano Workshop at Mississippi Southern College July 8-12. Beginning Monday, all sessions of the workshop will be held in Southern's new and completely air-conditioned Frank E. Marsh Fine Arts Building.

A Chicago resident, president of the Chicago Musical College, Dr. Ganz's awards include honorary degrees of Doctor of Music from the Cincinnati Conservatory, the University of Rochester, DePaul University and Grinnell College.

In addition to daily classes, Dr. Ganz will be available for private lessons.

During the five-day course students will attend a daily master seminars conducted by faculty members of the Mississippi Southern College Department of Music under the supervision of Joseph Huck.

Undergraduate and graduate students may enroll for one and one-half quarter hours of credit and workshop participants may secure housing on the campus.

In addition to the master classes in which Dr. Ganz will perform and discuss representative compositions and composers, their styles and interpretation, and will offer constructive criticism to students, the daily seminars will cover a wide variety of timely topics.

Registration for the workshop will begin at 8 a.m. Monday, July 8. All inquiries should be sent to Joseph Huck, Box 138, Mississippi Southern College, Hattiesburg, Mississippi.

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Ecuador is the Spanish work for equator. About 10 miles from Quito, the capital, there is a mon-

# Audrey Damage To Southern Bell Over $88,000.00

Ott Brockman, Manager of Southern Bell here said today that the aftermath of the storm damage and high winds caused by hurricane Audrey in Mississippi cost the Telephone Company, in construction and maintenance bills, over $88 thousand. This money has already been spent to restore more than 14,644 telephones affected throughout the state.

In addition, more than 460 long distance circuits were affected and more than 83 of the 159 exchanges in Mississippi experienced exchange cable trouble. Many polees had to be replaced and cables and wires reattached in order to restore these services.

The heaviest damage to the state entered Mississippi between Natchez and Vicksburg and traveled northeasterly through Jackson and left the state between Meridian and Columbus.

Moderate damage was inflicted along a 50 mile path on either side of this area.

Telephone Company officials announced within that all of the approximately 15,000 telephones affected had been restored to normal conditions.

Many telephone people worked day and night to repair the service. Most troubles were caused by falling trees and limbs which added to the difficulty of getting to the point of trouble in order to restore service.

The Telephone Company announced today their satisfaction that the business was back to normal.

# $33,000 In Polio Funds Is Received

# Harmless Harold . . .

began campaigning for the Presidency, Stassen has loused up one project after another. Including, of all things, the football schedule of the University of Pennsylvania.

This guy just hasn't got it upstairs.

This is a painful realization many people have come to; some early, some late. A late awakener was President Eisenhower.

**Feeling he had to do something for Harold, the President looked around and saw this disarmament post open.**

**"Just the spot," Ike probably said. "He can't hurt anything there. The Russians aren't about to disarm, and we certainly won't until they do."**

So Stassen got the job. Everything would have been fine except the unpredictable Russians suddenly switched tactics. Instead of saying, No, Positively, the Reds began saying No, Maybe.

All of a sudden we're in business. There's a chance — it's a thousand to one but still a chance — that we can actually get the Russians to take that first step with us on the road to survival. Or at least halt the steady progress toward inevitable disaster.

Opportunity stares us right in the face, and who's our man in charge?

Harold the lightweight!

If disarmament were a laughing matter, this would be hilarious.

**Life is like that. Take the worst player you got and put him rightfield, and what happens? It practically rains fly balls out there. (Mike Barry . . . Irish-American.)**

## Read The Ads Along With News

CREDIT TERMS

Rollings

Mississippi Southern College July 8-12. Beginning Monday, all sessions of the workshop will be held in Southern's new and completely air-conditioned Frank E. Marsh Fine Arts Building.

A Chicago resident, president of the Chicago Musical College, Dr. Ganz's awards include honorary degrees of Doctor of Music from the Cincinnati Conservatory, the University of Rochester, DePaul University and Grinnell College.

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## $33,000 In Polio Funds Is Received

The National Foundation for Infantile Paralysis has sent over $33,000 in emergency polio funds into 12 Mississippi counties during the first half of 1957.

Bulk of the funds were required to finance care of polio patients stricken in previous years.

The State Board of Health has reported 38 new polio cases in the state as of last week, 14 per cent reduction from last year at the same time.

**Read The Ads Along With News**


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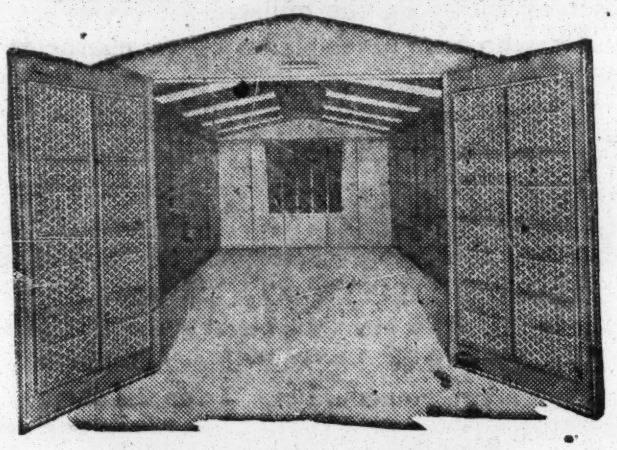

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*Faulty Eyes—*

# Sudden Death!

(Originally published for Bausch & Lomb stockholders, this report is deemed of sufficient significance to leaders of business, industry and government, to warrant its republication here. Reprints are available upon request to Bausch & Lomb, Rochester, N. Y.)

In 1956 nearly 40,000 Americans were killed in traffic accidents. The figure is almost identical with the all-time high recorded in 1941. Some 1,400,000 were injured, including 100,000 permanently disabled. The economic loss is estimated at nearly 4¾ billion dollars.

Many studies of the cause of these accidents have been made, but so far none of them have been fully conclusive.

However, according to Dr. Leonard A. Scheele, former Surgeon General of the United States, "We suspect that certain factors may be the basic 'cause' of accidents. These include fatigue, visual difficulties, distractions inside and outside the car, drinking, time-pressures, mental depression and group approval of minor traffic violations.

"Periodic re-examination of drivers, especially older ones, is seldom practiced and almost anyone may be licensed for a lifetime, no matter what the changes in his health status may be."

Surely, as Dr. Scheele indicates, vision — and a closely related factor, fatigue — have much to do with traffic accidents. It has been estimated that 90% of driving decisions are based on vision.

If poor vision accounted for only 50% of the nation's annual traffic toll, and this factor could be eliminated, it would mean a saving of 2,000 lives, 70,000 injuries and $237,500,000 every

be required to take the steering wheel of a car.

2. For instance, the acuity standard ranges from 20/30 to 20/70 — even to no vision test at all. Only 18 states test for depth perception, and 39 for color blindness. Only 10 states test for visual field — the distance one can see to the sides while looking straight ahead — and among these 10 the range is from 90 degrees to 150 degrees. Consider how important this is when children run out into the street and vehicles dart out at intersections!

3. Thus, except for a minority of our states, driver vision is tested for only one of the several factors which many experts say are required for safe driving. The test generally used is a simple wall chart which tests only acuity (the ability to distinguish detail) — and this test is used under widely varying conditions — in rooms where the light intensity varies considerably, making the chart easier or harder to read, as the case may be — and even outdoors — in sunshine, rain, or snowy conditions.

4. Again, except for a few states, as Dr. Scheele points out, there is no re-examination of drivers as to their vision or other factors important in driving. And it is a physical fact that vision almost always deteriorates with age, and needs more advanced correction as the years go by. Regardless of this, once a licensed driver, always a licensed driver — with rare exceptions — no matter how much vision has deterioated.

Summarizing these facts, this can be said with certainty:

The vast majority of the nation's drivers have been licensed to take the wheel of our modern high-powered automobiles with no really scientific test of their ability to see well enough to meet today's hazardous driving conditions.

Unless state laws are changed, the vast majority of these drivers will never be re-tested to determine whether their vision has dropped off from the unscientific standard they met to get their licenses originally.

**This Is The Background**

Good vision — vision which meets the standards necessary for today's high-speed cars — and vision which is protected against the deleterious effects of sun glare — may well spell the difference between a happly completed motor trip and a tragic pile of twisted metal and ruined lives.

This year, a trend which has been going on for several years is being accelerated even further. I speak of the tremendous increase in the horsepower of the cars driven by average Ameri-

(Continued on Next Page)

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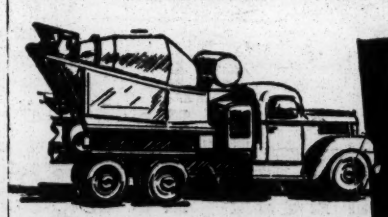

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inside and outside the car, drinking, time-pressures, mental depression and group approval of minor traffic violations.

"Periodic re-examination of drivers, especially older ones, is seldom practiced and almost anyone may be licensed for a lifetime, no matter what the changes in his health status may be."

Surely, as Dr. Scheele indicates, vision — and a closely related factor, fatigue — have much to do with traffic accidents. It has been estimated that 90% of driving decisions are based on vision.

If poor vision accounted for only 50% of the nation's annual traffic toll, and this factor could be eliminated, it would mean a saving of 2,000 lives, 70,000 injuries and $237,500,000 every year!

We feel that a definite, planned program could and should be undertaken to help define the vision factor in traffic accidents. Such a program would most certainly enjoy the support of licensing officials, who are aware of the situation but who cannot act without public support and proper legislative authority.

**The Shocking Facts**

1. There is very little standardization from state to state on just what visual ability should


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|---|---|---|
| Cash and Exchange | | $ 5,104,781.87 |
| U.S. Government Securities | | 7,595,996.88 |
| State, County and Municipal Bonds | | 1,189,786.41 |
| Bonds-U.S.Government Instrumentalities | | 131,000.00 |
| Stock in Federal Reserve Bank | | 46,500.00 |
| Loans and Discounts | | 8,493,585.26 |
| Banking House, Furniture & Fixtures | | 209,538.38 |
| Other Resources | | 2,910.04 |
| TOTAL | | $22,774,098.84 |

## LIABILITIES

| | | |
|---|---|---|
| Capital Stock | $ 500,000.00 | |
| Surplus | 1,050,000.00 | |
| Undivided Profits | 92,551.74 | $ 1,642,551.74 |
| Reserve for Taxes, etc | | 86,698.02 |
| Dividend | | 25,000.00 |
| DEPOSITS | | 21,019,849.08 |
| TOTAL | | $22,774,098.84 |

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# KEEP THIS BRAND OFF THE GRASS

# Faulty Vision . . .

(Continued From Preceding Page)

cans. In 1957, even the lowest priced cars are rated at 200 to 300 horsepower. All new cars have steering, riding and road-ability features undreamed of only a few years ago.

Yes, the typical vehicle taking to the highways today is a marvel of speed, power and engineering.

The tragic fact is, however, that many of our drivers are not nearly as well equipped as are their cars to cope with modern traffic conditions. The heart of the problem lies in this statement by the Safety Council: "It seems probable that more continuous attention is required of the motor vehicle driver than of the operator of any other type of transportation, including the airplane."

The more one studies this statement, the more evident its truth and the more startling its implications. Very high physical, emotional and mental qualifications are required of the airplane pilot, whether he is at the controls of a jet fighter or a commercial airliner. But consider how much of the time he does not have to pay constant attention to passing aircraft or to any of the various warning signals with which the average motorist must contend constantly. The airlanes are getting more crowded — but they don't begin to compare to our highways in this respect.

There are no pedestrians along the airlanes. Neither are there arterial highway signs, stop lights, or "Sharp curve Ahead" signs in the sky. Very seldom, at 5,000 feet, do vehicles pass within inches of each other at approximately the same speed — a situation that is commonplace on our streets and highways. There are no youngsters darting out from behind parked vehicles. There are no antiquated roads along which the pilot must

other pilots of planes in the air at the same time have to meet the strictest of phsical tests — including vision — before they are allowed to take command of their ships.

Contrast this with the relative ease, as far as physical qualifications are concerned, with which the average motor vehicle driver is given legal command of a two-ton projectile hurtling along the highway at 88 feet a second or faster.

Paramount in the physical equipment demand for today's driving are the driver's eyes. It is the one faculty without which he cannot possibly handle an automobile. Lacking almost any other, the driver is able to pilot a car, but no one has yet designed an automobile which can be handled by a driver who cannot see. Every turn of the steering wheel, every application of the brake or gas pedal has to be determined by the driver's vision.

Here are some disturbing findings turned up by the Motorist's Vision Committee of the American Optometric Association: 30% of 30-year-old drivers have visual problems, as do 48% of 40-year-old drivers; 71% of 50-year-old drivers; 80% of 60-year-old drivers.

The vision of most drivers could be brought up to adequate standards if they had professional eye examinations and wore the proper glasses.

As is pointed out in the recent excellent book by Paul W. Kearney, **I Drive the Turnpikes and Survive:** "Even more disturbing is the fact that many of these people do not know that they have any such problem. Thus, out of 44,000 applicants for drivers' permits in Connecticut, over 20,000 were found to have visual defects — yet only 4,400 were wearing corrective glasses.

"Our advice is — be sure and see your eye care specialist and have your eyes checked before getting behind the wheel for the coming driving season. If you explain that you want a real driving test, your doctor will determine not only how well you see (visual acuity) but will also measure your depth perception, your field of vision, and your binocular fusion, or the 'cooperation' between both your eyes."

The data on motorists' vision, when you consider all their implications, represent a really shocking situation. They mean that there is literally murder in the eyes of many of the motorists on our streets and highways today.

**Improved Testing Procedures**

In the states which have faced up to this dangerous situation and embarked on sweeping programs aimed at improving driver efficiency and safety by improving the average driver's eyesight, the officials responsible for the issuance of driver licenses are now saying: "If you can't see well enough to drive safely, you can't see well enough to obtain

(Continued on Next Page)

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**JUST THE FLICK OF A FINGER** from a speeding automobile. A glowing cigarette lands in a clump of sun-dried grass. In minutes, the roaring blaze of another range fire races across the land.

Our open ranges are particularly susceptible to fire because of the quickness with which the flames spread. The term "go like wildfire" is handed down from the pioneers who knew only too well the dreaded speed and devastation of these holocausts.

Each year thousands of acres of valuable range lands are blackened in the U.S. Range fires burn grain, cattle and other livestock—destroy farms and ranches. The tragic part of all this is that range fires can be prevented! Because 9 out of 10 range fires are caused by carelessness—yours and your neighbor's.

Pledge yourself to be extra careful this year with matches, smokes, campfires, clearing fires—*any* fire. Make sure every spark *is* out—*dead* out!

*Remember—*

Only you can

# PREVENT RANGE FIRES!

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controls of a jet fighter or a commercial airliner. But consider how much of the time he does not have to pay constant attention to passing aircraft or to any of the various warning signals with which the average motorist must contend constantly. The airlanes are getting more crowded — but they don't begin to compare to our highways in this respect.

There are no pedestrians along the airlanes. Neither are there arterial highway signs, stop lights, or "Sharp curve Ahead" signs in the sky. Very seldom, at 5,000 feet, do vehicles pass within inches of each other at approximately the same speed — a situation that is commonplace on our streets and highways. There are no youngsters darting out from behind parked vehicles. There are no antiquated roads along which the pilot must guide his plane with utmost precision.

But perhaps the most striking difference of all lies in the fact that the pilot himself and the

[illegible] 48% of 40-year-old drivers; 71% of 50-year-old drivers; 80% of 60-year-old drivers.

The vision of most drivers could be brought up to adequate standards if they had professional eye examinations and wore the proper glasses.

As is pointed out in the recent excellent book by Paul W. Kearney, **I Drive the Turnpikes** [illegible] up to this dangerous situation and embarked on sweeping programs aimed at improving driver efficiency and safety by improving the average driver's eyesight, the officials responsible for the issuance of driver licenses are now saying: "If you can't see well enough to drive safely, you can't see well enough to obtain

(Continued on Next Page)


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Betty and Paul Wright
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# LOCAL CHURCH SERVICES

### TEMPLE BAPTIST CHURCH, JACKSON STREET, PETAL

Services begin with Sunday School at 9:45 a.m., Bill Barlow, Supt. Preaching at 11 a.m. and 7:15 p.m. by Rev. Justin Garrett, pastor. Baptist Training Union meets at 6:15 p.m. Mid-week Prayer meeting is held at 7:30 p.m. on Wednesday. GA's meet after school on Mondays, and RA's meet before prayer meeting on Wednesdays. Song services are under the direction of O. U. Barlow, Mrs. Jack Fikes, pianist.

Church nursery open at all services.

### PETAL METHODIST CHURCH, MAIN STREET, PETAL

Services begin with Sunday School at 9:45 a.m., W. C. Mathis, Superintendent.

Rev. J. P. Payne, Pastor, preaches at 11:00 a.m. and 7:00 p.m.

WSCS meets at 2:00 p.m. on Mondays.

Mid-Week Prayer Meeting is held at 7:00 p.m. on Wednesdays. Choir practice follows prayer meeting.

Song services are under the direction of Mrs. B. L. Coulter; Mrs. D. H. Halliwell, Sr., Organist.

The public is cordially invited to attend. The nursery is open at all services.

### GREEN'S CREEK BAPTIST CHURCH. OLD RICHTON ROAD, PETAL

Services begin at 9:45 a.m. with Sunday School, Robert Powell, Supt.

Q. C. Barrett, Pastor, preaches at 11:00 a.m. and 7:00 p.m.

Prayer Meeting is 7:00 p.m. on Wednesdays . . . following prayer meeting all organizations meet . . . YWA's, GA's, RA's, WMU, Brotherhood, and Sunbeams.

Song services are under the direction of W. C. Rainey, Jr.; pianist is Miss Polly Morgan.

The public is extended a cordial invitation to attend services. Nursery is open at all services.

### FIRST BAPTIST CHURCH, CENTRAL AVENUE, PETAL

Services begin with Sunday School at 9:45 a.m. Henry Hardy, Supt.

Rev. W. A. Richardson, Pastor, preaches at 11 a.m. and 7:30 p.m.

Baptist Training Union meets at 6:30 p.m. Sundays.

Mid-Week Prayer meeting is held at 7:00 p.m. Wednesdays.

Song services are under the direction of Mr. Ford Parker; Mrs. J. M. Van Devender, pianist.

The public is cordially invited to attend.

Nursery is open at all services.

### PETAL-HARVEY BAPTIST CHURCH,

Services will begin with Sunday School at 9:45 a.m., Pat Rogers, Supt.

Rev. Sam W. Waggener, Pastor, preaches at 11 a.m. and 7:30 p.m.

Training Union meets at 6:45 p.m., C. E. Richardson, Director.

Mid-Week Prayer meeting is held at 7:30 pm. Wednesdays at Richton Road and Harvey Mission prayer meeting is held 7:30 p.m. Thursdays.

Song services are under the direction of Mr. Charles Caulkin; Mrs. W. H. Clearman, Organist, and Mrs. Mazie Nell Smith, pianist.

The public is cordially invited to attend; the nursery is open at all services.

### PETAL PRESBYTERIAN CHURCH MAIN STREET, PETAL

Services begin at 10:00 a.m. with Sunday School, H. L. Norsworthy, Supt.

Evangelist Howard S. Williams preaches at 11.00 a.m.

Bible Class meets Sunday from 6:00 to 7:00 p.m. Choir practice is held Wednesday nights at 7:30.

Song services are under the direction of Mrs. D. L. Priest; pianist is Miss Bernice Norsworthy.

A cordial invitation is extended the public to attend services each Sunday.


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# Faulty Vision . . .

(Continued From Preceding Page)

a license — until your vision is brought up to standard."

To determine accurately just how well drivers can see, some of these states have turned to a Bausch & Lomb instrument known as the Driver Testing Ortho-Rater. This is a modification of the basic Ortho-Rater which has already attracted wide-spread attention through its use for measuring the vision of more than 18 million industrial workers and countless millions of service men. This new highway vision-testing instrument has been specifically designed to check exactly those factors of vision generally needed for safe driving.

It is not a clinical instrument. It is not designed to replace the work done by ophthalmologists and optometrists. It is designed to seek out those license applicants with sub-standard driving vision —and to see that they do not drive cars on today's highways until they have had the professional care needed to bring their eyesight up to standard.

**Other Visual Factors**

There are enough incidents where sun glare has contributed to accidents to make it obvious that the use of quality sun glasses, when the conditions call for them, can be an important factor in driving safety. Sun glare can contribute directly to an accident by dazzling the driver at a critical moment, and it can also contribute indirectly by producing visual fatigue and general bodily fatigue brought about by driving hour after hour in the blazing sun. These factors, again, have been shown to lead to highway accidents.

The ability of vision to adapt itself to nighttime driving, too, depends on adequate glare protection during daylight hours. Carefully controlled tests have revealed that individuals exposed to sunlight for three or four hours a day for two weeks have considsion sun glasses during bright sunlight results in higher visual efficiency in nighttime tasks. Men who wore such glasses up to sunset became dark-adapted up to 40 to 50 per cent faster than those who didn't.

In addition, experts in the diagnosis and treatment of eye problems are in agreement that motorists with good visual functioning are not as apt to become drowsy after relatively short periods at the wheel as are those with sub-standard vision. This has led to the conclusion that faulty vision is a real, though often unrecognized, cause of many accidents now blamed on poor judgment or carelessness.

The remedy for this nationwide problem lies in our state legislatures. Some, as noted, have already taken vigorous and effective steps. Illinois, California, Wisconsin and North Carolina, among others are now using modern scientific instrumentation to check all of the vision factors most important to safe driving. Even these standards are conservative. Only a complete professional eye examination can insure high vision standards.

In other states, vision authorities, state licensing officials and governor's committees are studying the problems involved and are taking steps to correct the situation legislatively.

Some excellent progress is being made. Last year, a very worth while one-day conference on "Medical Aspects of Motor Vehicle Accident Prevention" was held under the sponsorship of New York University in cooperation with the New York Academy of Medicine, the New York State Industrial Medical Society and local medical societies. Nationally and through many state organizations, the American Optometric Association and the American Academy of Ophthalmology have concerned themselves with the problem. Many individual studies have been made by professionals in the field.

1. There is a general recognition of the inadequacy of most of our present vision testing and retesting procedures, incidental to issuance of licenses to automobile drivers. These procedures should be modernized and standardized from state to state at the earliest possible moment.

2. There is an imperative need for more driver vision research—research accelerated to a degree that will enable us to take constructive action before more thousands of drivers and pedestrians die needlessly.

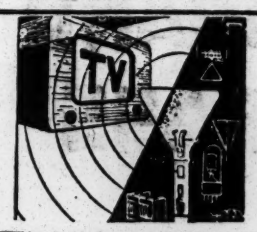
3. Obviously there are other factors besides vision involved—recklessness, high speeds, drunken driving, etc.—and these, too, must be attacked just as forcefully.

However, it is our belief, with vision playing the important role that it does, that the best possible starting point is to insure that every driver on the highway has the minimum visual ability—based on the existing standards of states where progress in this direction has already been made—to handle his vehicle with safety to himself and others. This would cost large sums of money and impose very substantial administrative burdens, for it would mean re-examination of millions of drivers now on the road. It would mean large future costs, especially if re-examination at two or three year intervals were instituted in every state.

But it is our belief that these costs could be held below the annual property loss through traffic accidents caused by poor vision. And how are we to measure the human loss? Certainly any serious attempt to cut down the traffic toll—as we are constantly being exhorted to do—is going to have costs attached to it.

The question boils itself down to this: Do we really want to re-

(Continued on Next Page)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dazzling the driver at a critical moment, and it can also contribute indirectly by producing visual fatigue and general bodily fatigue brought about by driving hour after hour in the blazing sun. These factors, again, have been shown to lead to highway accidents.

The ability of vision to adapt itself to nighttime driving, too, depends on adequate glare protection during daylight hours. Carefully controlled tests have revealed that individuals exposed to sunlight for three or four hours a day for two weeks have considerable difficulty becoming dark-adapted following exposure. The degree of impairment persisting after dark is enough to cause as much as 50-per-cent loss in night vision. The use of low-transmis-


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## Faulty Vision . . .

(Continued From Preceding Page)

duce traffic accidents, or are we just going to talk about it?

4. There is need for a nation-wide educational campaign which would be reflected in corrective legislation wherever necessary. Such a campaign should start immediately. Every week we delay means scores of needless deaths.

5. Finally, and most important, while vision research is accelerated, while educational and legislative work progresses, there is one step every automobile driver in the nation can take.

He can virtually guarantee that his vision not only meets the minimum required by the laws of his state or any other state—but is corrected upward to the maximum that professional eye care can provide to meet the needs of today's high powered cars and crowded highways.

He can visit his eye care specialist — optometrist or ophthalmologist — and get professiolal eye care and advice before taking to the road this spring and summer.

He should do it today. Tomorrow may be too late!


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For All Makes & Models Of Cars & Trucks

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## History Of The 42-Gal. Barrel

A unit of measure that exists only on paper is the oil industry's standard for keeping statistics. It is the 42-gallon barrel. In the early days of oil, customers bought oil in barrels which they supplied and transported themselves.

Almost any size barrel would do. To eliminate irregularities, a group of West Virginia producers in 1866 proclaimed the gallon its standard measure. They further agreed to give buyers an extra two gallon of oil for every 40 gallons purchased.

While they specified the gallon as the measure, it was the 422-gallon barrel that gradually emerged as the common unit. Today it is the measure that keeps track of everey new drop of oil from the ground, but it is a measure that exists only in statistics. An actual — or drum — of oil nowadays contained 50 gallons.


*The Petal Paper*

Entered as second class matter April 3, 1954, at the Post Office at Petal, Mississippi, under Act of March 3, 1879. Reentered at Pascagoula, Miss.

TELEPHONE DIAL 4-6613
P. D. EAST ..... Editor

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## Degrees Given To FFA Group

Seventy-six outstanding Future Farmers were awarded State Farm degrees. FFA winners in a number of state contests will receive checks and other awards.

State FFA advisor A. P. Fatherree of Jackson will present a $200 check to Mack Bell of Kossuth, winner of the State Star Farmer award.

FFA foundation checks of $100 each will go to Bucky Jones, Summit, winner of the dairy farming contest; Wayne Wicker, Forest, soil and water management winner; Monroe Bilbo, Lumberton, farm mechanics winner; Robert Bradley, Lexington, farm electricity winner, and to the Forest chapter for farm safety.

First mechanized troops in the U.S. Army were in 1899 when several units were mounted on bicycles. Then came automobiles, tanks, and, today, paratroop planes.


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Radio, Heater, Power-Steering, Power Brakes And Air Conditioned!

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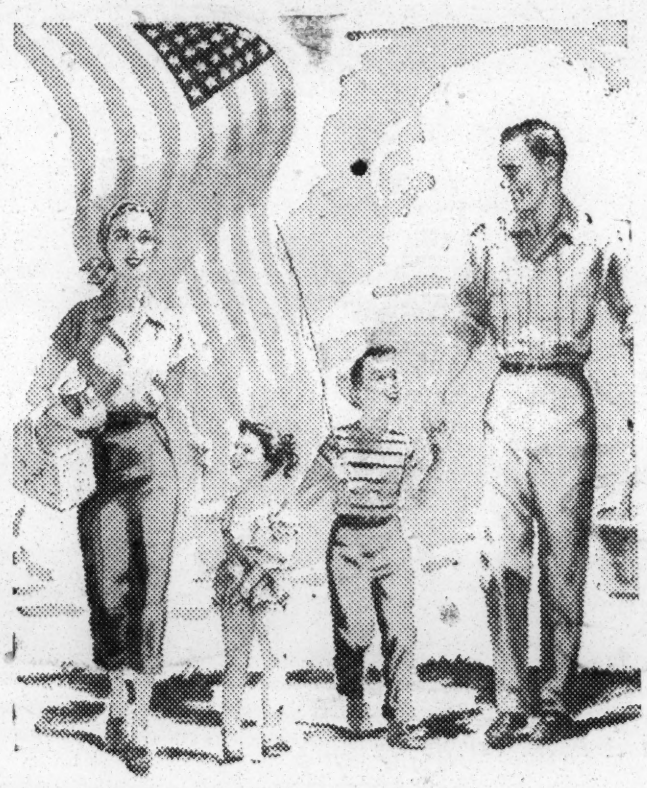
# INDEPENDENCE has its day!

This "Fourth" marks the 181st anniversary of an act of supreme courage by a small band of heroes — which gave Americans independence: freed our nation from foreign control, led to our democratic guarantees of individual liberties... The fruits of these actions have brought happiness and prosperity to countless Americans of all degrees... God grant all of us the vision to see encroachments upon our independence from within or without; and the wisdom and the courage to defend our liberties as individuals and as a nation.



**As a good citizen . . .**

Each of the 5000 Mississippi employees of Southern Bell — and their families — is free to vote, to own his own home and to take part in church, civic and community activities — and they are encouraged to do all these things... All are interested in maintaining a high standard of schools, roads and government in their communities and in doing everything possible to preserve our heritage as a free people.

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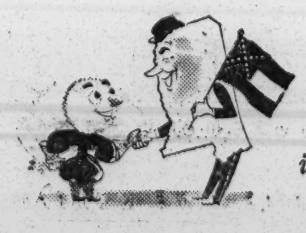

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Ever tried pitching rings over those elusive pegs at the carnival? Your chances of winning are slim. Same is true when you turn your back on your hometown merchant to purchase goods outside of Mississippi. The dollars you spend at home or anywhere in Mississppi turn over four times and create new business which benefits you either directy or indirectly. These pyramiding dollars not only create business but provide added tax dollars which in turn tend to reduce your tax load. Money spent outside of Mississippi seldom if ever returns. Be smart, "BUY IN MISSISSIPPI."

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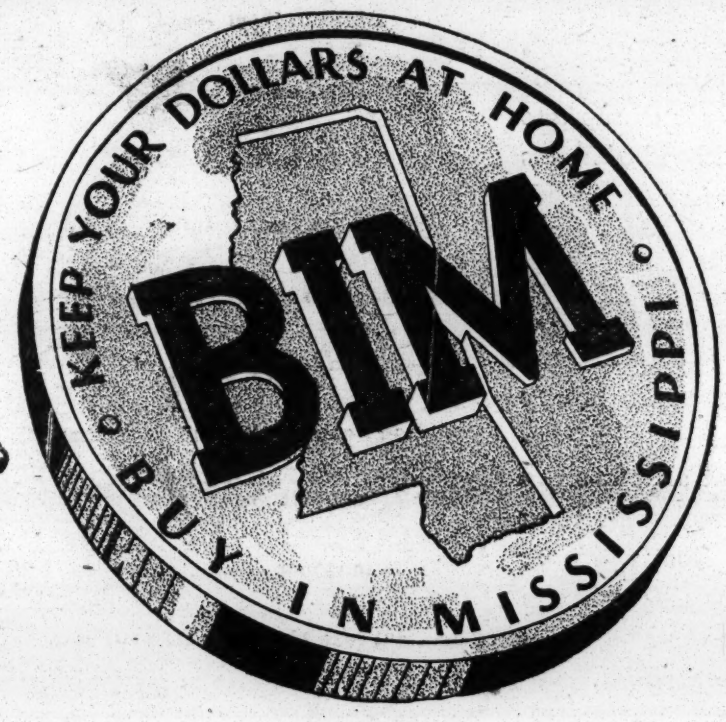


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